

**FINAL
FINDING OF NO SIGNIFICANT IMPACT
RUNWAY EXTENSION AND NEW PARKING APRON AT
TYNDALL AIR FORCE BASE, FLORIDA**

AGENCY: United States Air Force

PURPOSE: The Air Force prepared an Environmental Assessment (EA) of the potential environmental consequences of constructing a new heavy parking apron and runway extension at Tyndall Air Force Base (AFB), Florida. The EA was completed pursuant to the National Environmental Policy Act (NEPA); the Council on Environmental Quality regulations implementing NEPA (40 CFR (Title 40 Code of Federal Regulations) Sections 1500-1508), Department of Defense (DoD) Directive 6051.1; AFI 32-7061, *Environmental Impact Analysis Process*; and 32 CFR Part 989, *Environmental Impact Analysis Process*.

PROPOSED ACTION: The United States Air Force (USAF) proposes to construct a new (approximately 450,000 square-foot) parking area for heavy aircraft and extend the inside runway by 1000 feet for Tyndall AFB. The scope of this project is to provide parking for three heavy aircraft. The types of heavy aircraft Tyndall AFB receives are C-141, C-5, KC-10, and KC-135. Due to the location of this Apron, additional runway and overrun are needed in order to clear the approach/takeoff Clear Zone and prevent the need for operational waivers in support of this Apron.

NO ACTION ALTERNATIVE: The No Action alternative would result in operations with inadequate aircraft parking facilities at the height of changing from F-15 to F/A-22 aircraft for two squadrons at Tyndall AFB.

SITING ALTERNATIVE: Three potentially viable siting alternatives were eliminated based on operational constraints.

SUMMARY OF FINDINGS: A Florida Department of Environmental Protection (FDEP) permit, or swale exemption will be required for stormwater. NPDES construction permits will be required for these projects as the area of disturbance is greater than 1 acre. A joint FDEP/Corps of Engineers Dredge and Fill Permit application may be required for the runway crossings of the storm ditches. A waiver is required from Headquarters, Air Education and Training Command for constructing a portion of the parking apron over a portion of an Installation Restoration Program petroleum and vinyl chloride groundwater plume. The principal environmental impacts of the proposed action are the temporary and localized increases in noise and air emissions due to construction and demolition activities. Aircraft-related noise would continue to dominate the acoustics of the area. No impacts are anticipated to occur on threatened and endangered species, cultural resources, floodplains, ground water, wetlands, explosive clear zones, or aquatic

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resources in the Tyndall AFB area. Minimal impacts would occur to air quality, water quality, biological resources, noise, and land use and transportation.

PUBLIC NOTICE AND REVIEW PER AFI 32-7061 AND 32 CFR PART 989: The installation posted a notice in the Panama City News Herald on November 21, 2003. Subsequently, the installation waited for 60 days and received no significant comments. Comments received are in Appendix A of attached EA and response to comments are in Appendix B of attached EA. In addition, the Florida State Clearinghouse, other state agencies involved in the Clearinghouse's procedural reviews, and the United States Environmental Protection Agency reviewed the proposal. On January 15, 2004, the State Clearinghouse approved this project.

FINDING OF NO SIGNIFICANT IMPACT: Based on my review of the facts and analysis in the EA, I conclude that the proposed action will not have a significant impact either by itself, or considering cumulative impacts. This finding is true of both the proposed action and the siting alternative. Accordingly, the requirements of the National Environmental Policy Act, the Council on Environmental Quality Regulations, AFI 32-7061, and 32 CFR 989 have been fulfilled, and an environmental impact statement is not required and will not be prepared.

Date

BRIAN D. DICKERSON, Colonel, USAF
Vice Commander, 325th Fighter Wing
Chairman, Environmental Protection Committee
Tyndall AFB, FL

Attachment:
Environmental Assessment

**Final
Environmental Assessment
for the
Runway Extension and New Parking Apron
at
Tyndall Air Force Base, Florida**

1.0 PURPOSE AND NEED FOR THE PROPOSED ACTION

1.1 PURPOSE OF THE PROPOSED ACTION

The purpose of the F/A-22 Parking Apron/Runway Extension project is to provide required parking space for aircraft outside the runway clear zone. The apron would provide parking capacity for 3 heavy aircraft. The runway extension would move the runway clear zone so the preferred parking apron location would be outside of the runway clear zone.

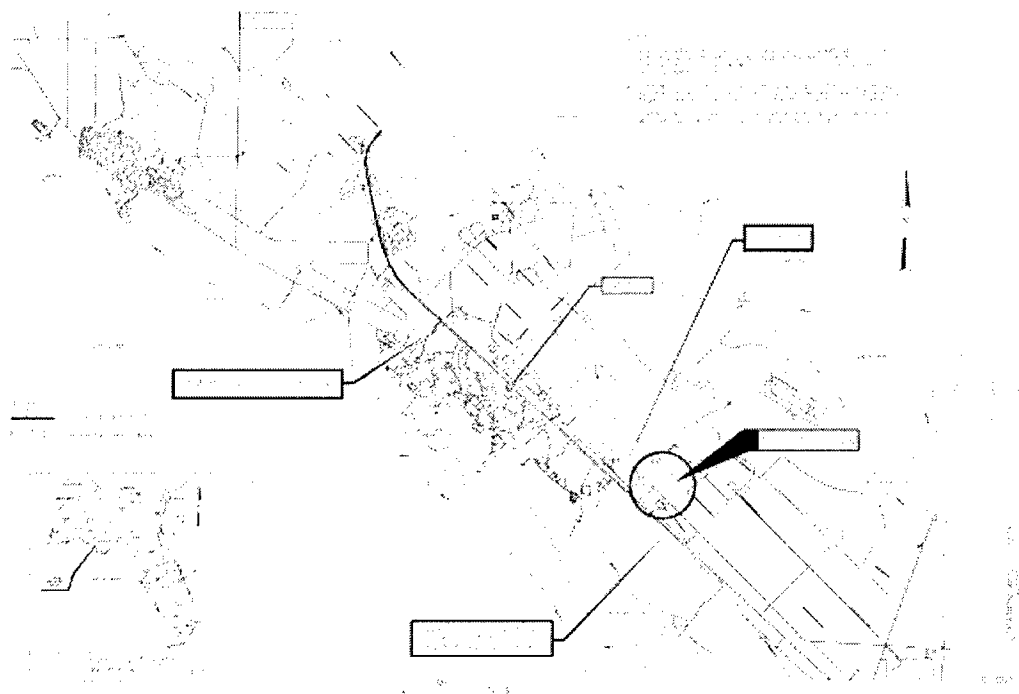
1.2 NEED FOR THE PROPOSED ACTION

The conversion of two F-15 fighter squadrons to two F/A-22 fighter squadrons at Tyndall AFB, Florida, is scheduled to begin in 2003 and end in 2010. As the first F/A-22 training aircraft arrive, the F-15s assigned to that squadron would either be reassigned to the other remaining F-15 squadron(s), enlarging those remaining F-15 squadron(s). No combined F-15/F/A-22 operations within a single squadron would be permitted. Alternatively, the excess F-15s could result in the temporary stand-up of a fourth fighter (F-15) squadron. Eventually, some F-15 aircraft would leave Tyndall AFB and be sent to other users or placed in storage elsewhere. The gradual transition of aircraft would result in a maximum of 104 aircraft during 2008. The requirement for F-15 pilot training is anticipated to remain stable in the early years of transition. This level is required to continue training the number of new F-15 pilots required worldwide during initial F/A-22 deliveries to operational units. In later years, the number of F-15 aircraft at Tyndall AFB would continue to decline until it reaches 27 aircraft, which is the compliment of one full squadron.

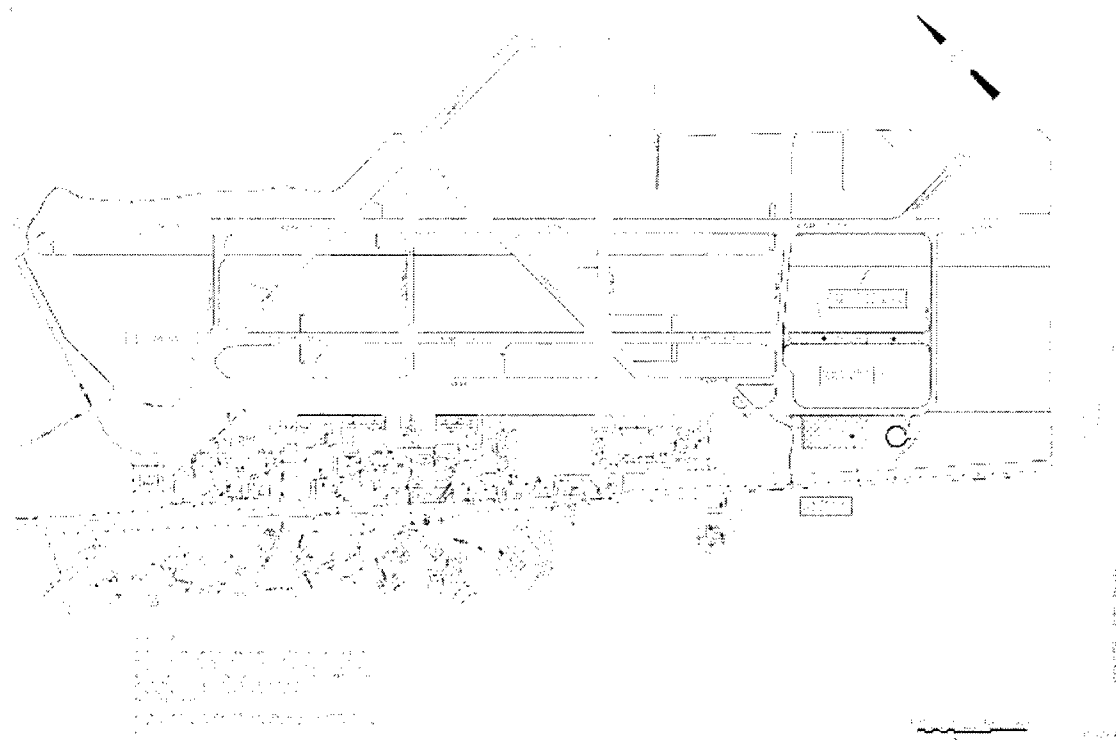
Tyndall AFB plans to avoid unnecessary Military Construction (MILCON) and Operations and Maintenance (O&M) facility projects, while at the same time accommodating any short-term overcrowding problems during the transition. We will take long-term dual training requirements into consideration. To this end, the parking apron for heavy aircraft has been limited to accommodating a total of three heavy aircraft (visiting aircraft). This is the minimum space required to take the overflow of the additional aircraft in the year of maximum assigned F-15s and F/A-22/s. The types of heavy aircraft Tyndall AFB receives are C-17s, C-141s, C-5s, KC-10s and KC-135s.

1.3 SCOPE

This Environmental Assessment (EA) was prepared in accordance with Air Force Instruction (AFI) 32-7061, *Environmental Impact Analysis Process*; 32 Code of Federal Regulations (CFR) 989, *Environmental Impact Analysis Process*; and the President's Council on Environmental Quality (CEQ) *Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act* (40



Location of Tyndall AFB in Florida and Location of Project on Tyndall AFB



Siting of Runway Extension and Parking Apron

CFR Parts 1500-1508). This EA identifies the possible environmental impacts the proposed action would have and the magnitude of those impacts. If the environmental impacts had been found to be significant according to CEQ's criteria (40 CFR Part 1508.27), an Environmental Impact Statement (EIS) would have been prepared before Tyndall AFB implements the proposed action. Since such impacts has been found to be relatively minor, a *Finding of No Significant Impact* (FONSI) will be issued and Tyndall AFB may proceed with the proposed action.

1.4 RELEVANT ENVIRONMENTAL ISSUES AND ISSUES NEEDING NO FURTHER CONSIDERATION

1.4.1 AIR QUALITY

All the alternatives except the "No Action" alternative would affect the air quality in both the short and long term.

Fugitive dust from ground disturbing activities and combustion emissions from construction equipment would be generated during the proposed project or the site alternatives. These emissions would vary from day to day depending on the amount of munitions storage area being worked, the level of construction activity, the specific operations and the prevailing meteorological conditions. Reasonable precautions will be undertaken during this project to prevent emissions of unconfined particulate matter.

There would be a slight increase in aircraft and motor vehicle emissions from the increased air operations and ancillary work required to support these operations.

1.4.2 WATER QUALITY

All the alternatives except the "No Action" alternative would affect water quality in both the short and long term.

Additional impervious surfaces would increase the volume of stormwater runoff. The proposed location impacts a groundwater contamination site undergoing cleanup investigation. During construction, soil erosion could contribute to stormwater pollution unless steps are taken to mitigate this possibility. Unless Swale Exemption Criteria are met per Florida Administrative Code (FAC) 62-25.030, an application for a general permit must be filed with Florida Department of Environmental Protection (FDEP) prior to construction that would contribute to stormwater runoff. Further details of the stormwater rules may be found in FAC 62-25. Also, since more than one acre of soils will be disturbed, a stormwater National Pollutant Discharge Elimination System (NPDES) permit will be required.

1.4.3 BIOLOGICAL RESOURCES

All the alternatives except the "No Action" alternative would affect the flora and fauna in both the short and long term.

Minor changes in poor to medium quality habitat would result from the proposed project. The site alternatives would affect poor to medium quality habitat as well. The total disturbed earth is about 20

acres. The runway extension would disturb approximately 9.2 acres (including 5.5 acres that are presently asphalted) and the parking apron would disturb approximately $10\frac{1}{3}$ acres.

1.4.4 NOISE

All the alternatives except the "No Action" alternative would minimally affect noise in the short term and long term.

Noise would be associated with the type of construction and demolition activity involved in building an aircraft parking apron, a runway extension, and a new runway overrun and demolishing the existing runway overrun. Heavy equipment would be used to clear and prepare the construction sites.

Long-term noise increases would be increase in the local vicinity on the base due to a new location for the aircraft to park with their inherent noise, but off base would increase very insignificant and be derived mostly from vehicular traffic.

1.4.5 LAND USE AND TRANSPORTATION

None of the alternatives would cause a change in land use classifications.

All the alternatives except the "No Action" alternative would affect transportation in the short and long term.

There would be a slight increase in motor vehicle traffic from the additional air operations.

1.4.6 ISSUES NEEDING NO FURTHER CONSIDERATION

None of the alternatives would have an impact on cultural resources, or floodplains. None of the alternatives have construction proposed within the 100-year floodplain. None of the alternatives have construction proposed in areas that have been identified as having high potential for cultural resources.

None of the alternatives, including the "No Action" alternative, have an impact on explosive clear zones. The aircraft (not explosive) clear zone would be expanded to include the new parking apron.

The Proposed Alternative, Option 3A, does not have construction proposed within wetlands, but does have runway crossings of stormwater ditches. Options 1 and 2 neither have wetlands, nor stormwater ditches. Option 3 would impact wetlands and has been eliminated as a viable alternative.

A number of federally-protected species have been observed at, or are likely to occur at, Tyndall AFB. Generally these species would inhabit or use the more remote areas of the base. The existing areas – mowed grassy uplands (about 13 acres), asphalted areas (about 5.5 acres), and sparsely treed uplands with dense shrubs (about 1 acre) adjacent to the taxiway result in poor habitat for threatened or endangered species. Also, the three known bald eagle nests on base are about 2,115 feet, 21,250 feet and 28,500 feet from the site – all much more than the minimum of 1,500 feet of buffer required for construction activities. Thus, the proposed project and its alternatives would all result in no impact to threatened or endangered species.

The proposed action would have a temporary beneficial economic impact due to the employment of the construction and demolition personnel. These actions would only result in very minor changes to the economy (<0.1%).

Therefore, this EA will not consider cultural resources, floodplains, socioeconomics, explosive clear zones, wetlands, and threatened and endangered species further.

1.5 REQUIRED FEDERAL AND STATE PERMITS, LICENSES, AND NOTIFICATIONS

A Florida Department of Environmental Protection (FDEP) permit will be required for stormwater. NPDES construction permits will be required for these projects as the area of disturbance is greater than one acre. A joint FDEP/Corps of Engineers (COE) Dredge and Fill Permit application may be required for the runway crossings of the storm ditches. This permit would cover the two or three ditch crossings by the runway extension.

2.0 DESCRIPTION OF THE PROPOSED ACTION AND ALTERNATIVES

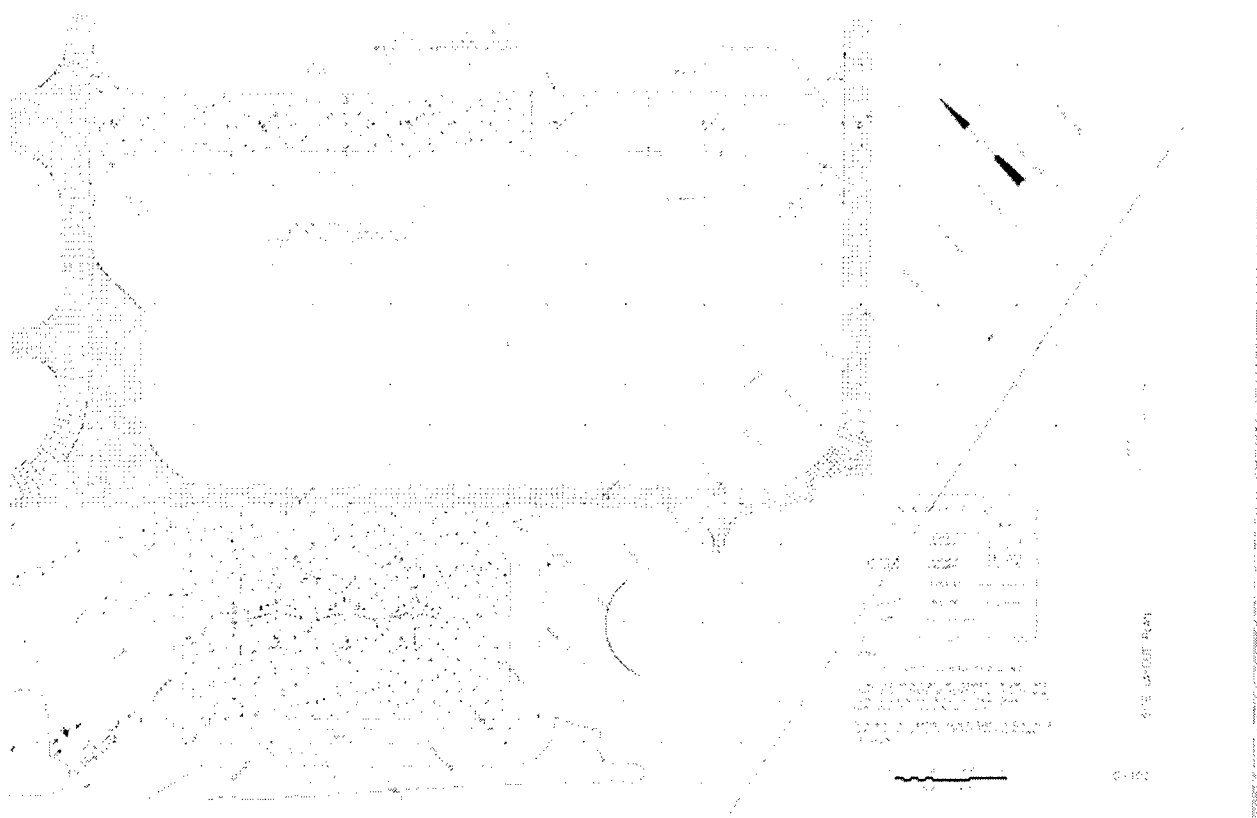
2.1 DESCRIPTION OF THE PROPOSED ACTION

Construct a new (approximately 450,000 square-foot) parking area for heavy aircraft and extend the inside runway by 1000 feet for Tyndall AFB. The Designer shall use The Unified Facilities Criteria UFC 3-260-01 to properly locate and space aircraft of this heavy parking area. The scope of this project is to provide parking for three heavy aircraft. The type of heavy aircraft Tyndall AFB receives is C-17s, C-141s, C-5s, KC-10s, and KC-135s. The designer shall look at space requirements associated with each aircraft and determine the most restrictive configuration providing the minimum size Apron needed to support this increased mission need. Due to the location of this apron, the designer shall also determine the necessary additional runway and overrun needed in order to clear the approach/takeoff Clear Zone and prevent the need for a waiver in support of this apron.

Some removal of brush and a few trees are required to facilitate this construction project. Concrete pavements shall be provided for the new runway extension and the new parking apron. Flexible runway pavements (asphalt cement) shall be provided for the new runway overrun area. The storm drainage system includes mostly overland flow collection and conveyance of stormwater through the site. Culverts are provided to carry the water beneath pavement areas. This system, both the runway extension and parking apron, would be designed with shallow swales to meet the stormwater permitting requirements of the Florida Department of Environmental Protection regulations (F.A.C. 62-25).

The environmental issues for this project include an environmental waiver to build on a contaminated site and best management practices to prevent sediment from entering wetlands through any of the stormwater ditches. A NPDES construction permit will be required for this project as the area of disturbance is greater than one acre.

Landscaping of the sites will be mowed uplands.



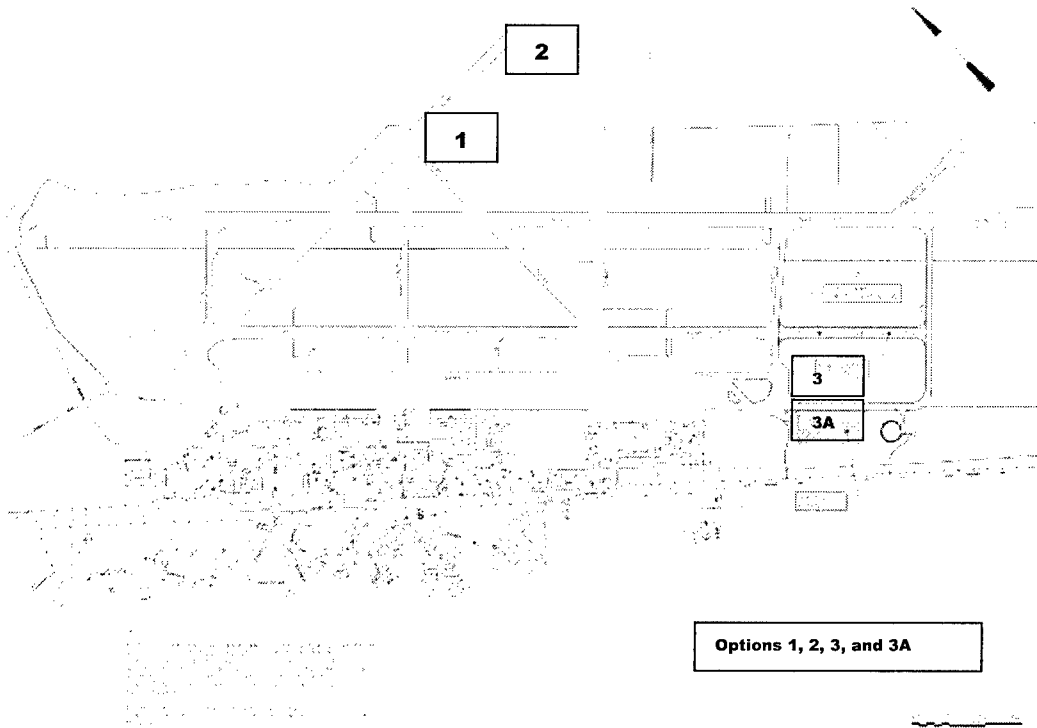
Details of Proposed Runway Extension and Parking Apron

2.2 SITING ALTERNATIVES

Three siting alternatives were initially considered for this project before the proposed alternative was conceived. Although these alternatives were viable, problems with other operations led to their elimination.

Option 1 adds ramp space at the end of taxiway G. The two benefits of Option 1 are that it moves all heavy aircraft to North end of the airfield and there is no impact to Wing Operations during construction. The four objections to Option 1 include some of the ramp space is in the takeoff/landing clear zone (Blue Line); ramp lighting requirements may cause night blindness to tower operations; load/off load cargo time would increase due to location; and it presents refueling concerns with Trend Western.

Option 2 adds ramp space to the end of Taxiway B. The two benefits of Option 2 are that it moves all heavy aircraft to North end of the airfield and there is no impact to Wing Operations during construction. The two objections to option 2 are QF-4 would have to move to a less desirable location for the Weapons Evaluation Group (WEG) and it way interfere with future communications equipment planned adjacent to this site.



Option 3 adds ramp space to the East of 31 EOR. The benefits are the addition of a 1000-foot extension to 31L (to avoid clear zone violation) [air ops enhancement], ease of operations for loading/off-loading cargo, no operational constraints with refueling heavy aircraft, and increased use of Taxiway J to taxi aircraft on/off inside R/W. The six objections are 1) it closes/restricts operations on inside runway during construction (both R/W extension and ramp construction), 2) arm/de-arm must be relocated during construction, 3) arm/de-arm must be permanently relocated to far east end of pavement, 4) taxi congestion of heavy aircraft, 5) arm/de-arm aircraft will occur when fully utilized, and 6) the project would impact wetlands. Therefore, Option 3 will not be discussed further.

Option 3A, the preferred alternative, adds ramp space to the South of Taxiway J. The benefits are the addition of a 1000-foot extension to 31L (to avoid clear zone violation) [air operations enhancement], ease of operations for loading/off-loading cargo, no operational constraints with refueling heavy aircraft, increased use of Taxiway J to taxi aircraft on/off inside runway, no interference with arm/de-arm during or after construction, aircraft awaiting use of arm/de-arm may be queued on ramp space when vacant (This facilitates taxi problems when large turn-a-rounds occur.), and minimal inside runway down time during construction. The only operational objection is that during construction Option 3A will restrict runway operations. The parking apron will be located on an Installation Restoration Program (IRP) site with groundwater contamination. An environmental waiver will be required to build on this site.

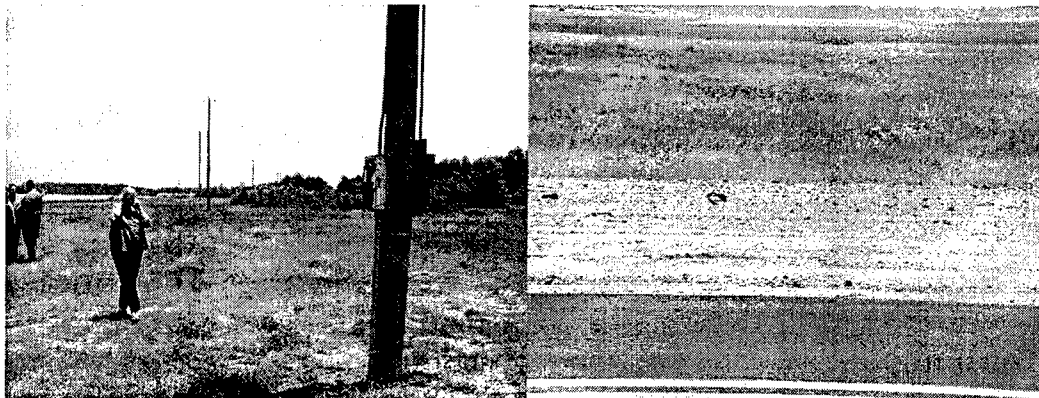
2.3 "NO ACTION" ALTERNATIVE

The "No Action" alternative would hamper the mission by failing to provide adequate parking facilities for aircraft at Tyndall AFB starting in 2008.

3.0 AFFECTED ENVIRONMENT

Tyndall AFB occupies 28,823 acres in Bay County, Florida, on a narrow peninsula about 18 miles long and one to three miles wide. The mean elevation of the base is about 25 feet above mean sea level. Tyndall AFB is drained by several natural creeks and drainage ditches. There are about 24,800 acres of unimproved land, 1,880 acres of semi-improved land, and 2,140 acres of improved land. There are 151 acres of lakes (including 11 fish ponds), 18 miles of beach on the Gulf of Mexico, and 72 miles of bays and bayous surrounding the base on the south, west, and north.

For the proposed action, the affected portion of Tyndall AFB would be mainly upland mowed areas, an asphalted area, and a small amount (approximately one acre) of sparsely treed, shrubbed uplands. The total disturbed area would total approximately 19.5 acres.



New Apron Site

Runway Extension Site

Runoff from the impervious areas would be routed through shallow swales to the base's stormwater system. This system will be used to meet the stormwater permitting requirements of the FDEP stormwater regulations (F.A.C. 62-25).

The "No Action" alternative would impact neither wetlands, nor the 100-year floodplain. No additional impervious surface would be constructed. The existing stormwater system would be used to continue to carry the stormwater off station. Since there would be no changes to the stormwater system, permits would not be required.

3.1 AIR QUALITY

Tyndall AFB is in the US Environmental Protection Agency (EPA), Region 4, Air Quality Control Region 005, which encompasses the Florida panhandle and extends east to near Tallahassee, Florida. This region coincides with Florida State Region #6 and is based on prevailing air currents.

The air quality standards to which proposed actions must adhere include federally enforced standards and rules of the FDEP. To protect and enhance the air quality of Florida, the FDEP has promulgated a non-degradation policy and established air quality emission standards.

Terrain and the prevailing meteorological conditions influence air quality. Air pollution is frequently associated with strong ground-based inversions. However, no specific air pollution problem has been identified in the area by FDEP. Ground-based inversions occur at Tyndall AFB practically every morning and normally break late in the morning due to surface heating. Many days during the winter, the inversion does not break up due to a deep layer of sea fog retarding the heating. At other times during the winter, a persistent low-level inversion may exist in the area for several days due to subsiding air in a stagnating high-pressure area. In addition to a damping effect of the inversion, wind speeds in these situations are light.

The air quality at Tyndall AFB is good as noted by the fact that all air quality standards are met. The area is in attainment for National Ambient Air Quality Standard parameters, which are regulated by the FDEP. The regulated pollutants are: particulate matter 10 microns or less in diameter (PM_{10}) and 2.5 microns or less in diameter ($PM_{2.5}$), sulfur dioxide (SO_2), nitrogen dioxide (NO_2), carbon monoxide (CO), ozone (O_3), and lead (Pb). Although the ozone standards are being reduced significantly with respect to the 8-hour limit, the area, including Tyndall AFB area, is still expected to be in a compliance area for ozone. Contributions to air quality contaminant levels, from this addition to the runway and new parking apron, would be very negligible.

In September 1999, the base submitted an application to FDEP to begin operating under a Federally Enforceable State Operating Permit (FESOP) as a "synthetic minor" source. Under this FESOP, the base limits emissions to below that of a major source. Thus, the base is not subject to a Title V operating permit. The FESOP was issued to the base in May 2000.

3.2 WATER QUALITY

Runoff due to rainfall at Tyndall AFB is collected and conveyed via drainage ditches toward both the Gulf of Mexico and East Bay. Although there are several natural streams on the base, there are none in the immediate project area. The mild slopes of the area negate serious erosion, off-site sedimentation, or water quality impacts due to sediments. Shallow groundwater contamination is present at proposed location 3A. The site is being investigated under the IRP. Constraints to minimize excavation into the groundwater and management of soil and groundwater are needed to avoid potential worker exposure.

3.3 BIOLOGICAL RESOURCES

Tyndall AFB is located in the Southern Evergreen Forest Region of the outer West Coastal Plain. This region is typified by the presence of longleaf pine and scrub oak forests.

Part of the project site is paved with asphalt; the rest has a few trees, shrubs, and grass, and a minimal amount of palustrine wetlands.

Due to the variety of habitats available within the boundaries of Tyndall AFB, faunal diversity is high. An analysis of the fauna of Tyndall AFB area was conducted by the US Department of the Interior, Fish

and Wildlife Service, as part of a Natural Resources Inventory of the base (US Department of the Interior 1988). The forested areas, the grasslands on the airfields, ponds, and shoreline provide a large variety of habitats.

Contrary to the more natural areas of the base, the proposed site is adjacent to the developed portion of the runway area. This site is poor habitat for any faunal species and few utilize the area.

3.4 NOISE

Noise may be defined as any undesirable sound, regardless of its origin. Noise intrusion into a quiet environment would, in most cases, have greater impact than additional noise into an existing noisy environment. The most commonly used noise measurement is the Day/Night Average Sound Level (L_{dn}). The L_{dn} reflects the cumulative noise levels compiled over a 24-hour period and is weighted to account for the quieter background noise levels from 2200 to 0700, with a 10-decibel penalty applied for that period. Noises occurring at night are recognized as being more likely to disturb people than the same noise occurring during the day. The L_{dn} noise levels are expressed by a means of contour lines centered on the principal noise source. In the case of Tyndall AFB, this area is the runway. Noise exposure contours are developed for use as a planning tool for both air operations personnel and those who plan the growth of communities in the vicinity of the base. The numbers used in quantifying noise levels in the L_{dn} analysis are associated with different degrees of impact. Generally, noise levels of 65 L_{dn} and higher have a more pronounced impact on noise-sensitive land uses, and are generally incompatible with most land uses, such as residential and recreational.

The major source of noise at Tyndall AFB is from the use of existing aircraft. The current F-15 mission at Tyndall generates an average of 79 sorties per day. A sortie is defined as a mission performed by a single plane. Each F-15 sortie has an Average Sortie Duration (ASD) of 1.27 hours. Current total flying hours each day equal approximately 100 hours.

Baseline analyses of noise levels at Tyndall AFB, conducted by the Air Force Engineering and Services Center, Engineering and Services Laboratory at Tyndall AFB, show that noise levels of 65 L_{dn} and higher are presently being generated by aircraft using the Tyndall runway and that the projected levels of aircraft operations are expected to continue to produce noise levels of 65 L_{dn} and higher.

The area proposed for the runway extension and parking apron including the alternative sites are within the 85 L_{dn} noise contours.

3.5 LAND USE AND TRANSPORTATION

Land use refers to delineating areas of land based on human use and management of the land. A land use plan provides direction for development and improvement of an Air Force base where people can live and work in an efficient, aesthetically pleasing, and safe environment. This is accomplished through good planning principles, including, collocating similar and compatible types of land use while separating incompatible land uses. Specific uses of land on Tyndall AFB have been designated in the General Plan for these categories:

LAND USE DEFINITIONS	
Land Use Category	Typical Facilities and Features
Administrative	Headquarters, civilian personnel, law center, security operations
Aircraft Operations & Maintenance	Base operations, control tower, fire station, aircraft maintenance hangars, shops, docks
Airfield	Airfield operations areas
Airfield Pavements	Runways, taxiways, aprons
Community (Commercial)	Commissary, exchange, club, dining hall, recreation center, gym, theater
Community (Service)	Post office, library, chapel, child care center, education center
Housing (Accompanied)	Family housing, temporary lodging facilities
Housing (Unaccompanied)	Dormitories, visitor housing
Industrial	Base engineering, maintenance shops, storage, warehousing, utilities
Medical	Clinic, medical storage
Open Space	Conservation area, buffer space, undeveloped land
Outdoor Recreation	Outdoor courts and fields, swimming pool, ranges, riding stables, golf course, shoreline
Water	Ponds, lakes, bayous

The General Plan includes a general pattern of appropriately arranged land uses. North of Highway 98, from north to south, are airfield, aircraft operations and maintenance, and industrial land uses. South of Highway 98, from north to south, are administrative, community/ unaccompanied housing, and outdoor recreation land uses.

The future long-range land use plan includes:

- Limit land use north of Highway 98 and within the accident potential zones to airfield, aircraft operations and maintenance, industrial, and outdoor training uses.
- Maximize the use of land near the airfield apron for aircraft operations and maintenance. Relocate the Civil Engineer and Training Squadron complexes from this area.

A major east-west thoroughfare, US Highway 98, traverses the base from the northwest to the southeast with limited access from the north across the Dupont Bridge. The bridge handles nearly 28,000 automobiles per day (USAF, 1989). The 1989 edition of the Places Rated Almanac (Boyer and Savageau) gives several related facts. The Panama City metropolitan area shows a low 37.8-minute average commute for workers to and from places of employment. As there is no public transportation system, inhabitants must have access to an automobile or some means of private transportation. In addition, a number of airlines offer flights from the Panama City airport.

Florida Avenue services the project area and traffic is light to heavy. The heaviest concentrations of vehicles occur in the early morning, mid-day, and late afternoon hours consistent with the employees' arrival, lunch-hour, and departure from work.

4.0 ENVIRONMENTAL CONSEQUENCES

The environmental consequences of the proposed action are discussed in the following paragraphs. The discussion centers on the impacts that may result from the construction and operation of the new runway extension and new parking apron.

The "No Action" alternative would preserve the status quo.

4.1 AIR QUALITY

As indicated in Section 3.1, the Tyndall AFB area is in attainment for National Ambient Air Quality Standard parameters. National Ambient Air Quality Standards would not be violated by the implementation of the proposed action, or either option. Temporary minor increases in exhaust emissions in the immediate vicinity of the demolition and construction equipment would occur. A slight decrease in air quality is also expected due to the dust from the earth moving and filling operations. However, these activities would be temporary in nature and would only occur during the construction and demolition periods. There would also be a slight increase of traffic and related air emissions due to the increased capacity for air operations at the new facilities. Air quality in the area would not be significantly impacted.

The "No Action" alternative would not have any air quality impact. There would be no violation of the National Ambient Air Quality Standards. Any increases in exhaust emissions in the immediate vicinity of the project's proposed demolition and construction equipment would not occur. There would be no fugitive dust from earth moving and filling operations.

4.2 WATER QUALITY

The proposed action or options would be in an area that is adjacent to a current highly developed area, which has a sufficient storm drainage system to handle the additional flow. Runoff from the additional impervious areas would be routed through shallow swales to the base's stormwater system. This system would be used to meet the stormwater permitting requirements of the FDEP stormwater regulations (FAC 62-25). The proposed location of the apron under the preferred alternative (3A) is on a petroleum and vinyl chloride groundwater plume. The apron will provide a beneficial impact by capping the plume, preventing potential exposure and reducing contaminant migration. Construction will not affect implementation of planned IRP cleanup actions. If the apron design and construction does not impact groundwater (limited excavation above the surficial aquifer), there will be no adverse impacts. During construction, precautions will need to be incorporated to capture any contaminated groundwater and/or soil which will require proper management and disposal. A waiver to construct on contaminated sites from Headquarters, Air Education Training Command (AETC) Civil Engineering, will be processed to outline potential impacts and required precautionary measures.

The "No Action" alternative would have no water quality impact. There would remain the potential for groundwater exposure due to petroleum and vinyl chloride contamination. This would be greater than under Option 3A since the area would not be capped. The existing storm drainage system would continue to be used to handle the present runoff. No permits would be required to continue with the existing conditions.

4.3 BIOLOGICAL RESOURCES

As stated in the discussion of the existing floral and faunal environment of the project area, the urbanized character next to the project areas greatly restricts the abundance and diversity of biological resources in the project area. Impacts to flora and fauna due to the proposed construction and demolition activities are expected to be insignificant.

The "No Action" alternative would have no biological resource impact. The area of the proposed action would continue as before. The proposed action area would continue to be partially asphalted with a landscaped lawn; approximately one-twentieth would be transformed to asphalt and landscaped lawn instead of remaining a scrub/shrub upland.

4.4 NOISE

The proposed action would result in a localized and temporary increase in noise levels due to construction and demolition. This noise is not expected to be significant. The operation of the new runway extension and new parking apron would be similar to the existing runways and parking aprons. The combined activities might result in slightly more noise than presented in the Final Environmental Impact Statement for the Conversion of Two F-15 Fighter Squadrons to F-22 Fighter Squadrons at Tyndall AFB, Florida, May 5, 2000. The new runway extension and parking apron would not significantly contribute to the noise levels of the area.

Noise levels experienced by workers at the new parking apron would be the same order of magnitude as at the existing parking aprons. The facilities would be within the 85 L_{dn} noise contours.

Noise levels would not be changed by the "No Action" alternative. There would be no noise due to construction and demolition.

4.5 LAND USE AND TRANSPORTATION

The proposed action would have no significant impacts on the general region as far as land use or transportation. The localized area (part of Florida Avenue) may experience some short term, temporary adverse impacts such as delays, detours, etc. during construction and demolition activities. It would also have a long-term impact on the amount of traffic on the road, although this would be very small. There is no change in land use designations.

The "No Action" alternative would not affect the land use or transportation in the area. There would be no short term, temporary adverse impacts such as delays, detours, etc. during construction and demolition activities. There would be no additional long-term increase in traffic on Florida Avenue than already planned. There would also be no change in land use designations.

4.6 CUMULATIVE EFFECTS

Tyndall AFB covers over 29,000 acres and less than 15 percent of the installation has been developed. The 3,900 acres that have been developed consist of 1,000 acres of improved grounds, 2,250 acres of semi-improved grounds and 650 acres under buildings, roads, parking, and airfield pavements. Cumulative effects only apply to items having any effects; therefore, cumulative effects will be addressed solely under air quality, water quality, biological resources, noise, land use and transportation, wetlands, and explosive clear zones.

Air quality has been, is and will be impacted by past construction, present activities and such proposed projects as the new Civil Engineering Complex, new Fitness Center, new Consolidated Wing Center, new Squad Operations Facility, and new First Air Force Complex. The new runway extension and parking apron and all the existing and proposed projects being considered do not and will not increase emissions above the air quality standards. Therefore, the cumulative effects of all these actions are not considered significant.

Water quality has been, is, and will be impacted by past construction, present activities, and such proposed projects as the new Civil Engineering Complex, new Fitness Center, new Consolidated Wing Center, new Squad Operations Facility, and new First Air Force Complex. The new runway extension and parking apron and all the existing and proposed projects being considered have increased the quantity of stormwater runoff due to the addition of impervious surface, but have not significantly affected the quality of stormwater runoff. The preferred location of the parking apron is over an IRP contamination plume. The project has the potential for increased exposure to petroleum and vinyl chloride during construction, but offers a beneficial reduction of risk once completed. Constraints are included in the AETC waiver for construction on a contaminated site to minimize exposure risks.

Biological resources have been, are and will continue to be significantly impacted by past construction activities and the resultant removal of less than 15 percent of habitat. However, this project increases the existing 3,900 acres of developed land by about one acre, an insignificant amount. Proposed projects such as the new Civil Engineering Complex, new Fitness Center, new Consolidated Wing Center, new Squad Operations Facility, and new First Air Force Complex will similarly add to past impacts, but not cause any additional significant impact.

Noise has been, is and will be impacted by aircraft operations as noted by the noise contours in the Environmental Impact Statement for "Conversion of Two F-15 Fighter Squadrons to F-22 Fighter Squadrons at Tyndall AFB, Florida." This project and such proposed projects as the new Civil Engineering Complex, new Fitness Center, new Consolidated Wing Center, new Squad Operations Facility, and new First Air Force Complex do not change any of these noise contours. Thus, all these additional projects have no additional cumulative effects on noise.

Land use and transportation has been, is and will be impacted by past construction, present activities and such proposed projects as the new Civil Engineering Complex, new Fitness Center, new Consolidated Wing Center, new Squad Operations Facility, and new First Air Force Complex. None of these projects change the land use categories of the area where construction occurs. Thus, all these additional projects have no additional cumulative effects on land use. Also, none of these

projects significantly change the amount of traffic in the area; therefore, all these additional projects have no additional significant cumulative effects on transportation.

Wetlands have been, are and will continue to be significantly impacted by past construction activities and ongoing activities. However, this project and proposed projects such as the new Civil Engineering Complex, new Fitness Center, new Consolidated Wing Center, new Squad Operations Facility, and new First Air Force Complex have no, or very minimal impact on wetlands; therefore, all these additional projects have no additional significant cumulative effects on wetlands. The only impacts from these projects would be road crossings of stormwater ditches.

Explosive clear zones do not increase from this project with no resultant environmental impacts.

5.0 LIST OF PREPARERS AND CONTRIBUTORS

This EA was prepared by:

John Dingwall, P.E.
Lead Engineer
325 CES/CEV, Bldg 421
119 Alabama Avenue, Tyndall AFB FL 32403-5014
(850) 283-4393 DSN 523-4393
FAX: (850) 283-3854 DSN 523-3854

Contributors include:

Joseph V. McLernan, Installation Restoration Program Manager
Rockford Johnson, 325th Fighter Wing Weapons Safety Manager
Jack Mobley, Ph.D., Wildlife Biologist, 325th Civil Engineer Squadron (CES), Environmental Flight
Bert Lent, Environmental Scientist, 325 CES, Environmental Flight
Wes Smith, Community Planner, 325 CES, Engineering Flight
Allison Swann-Davis, Environmental Engineer, 325 CES, Environmental Flight

6.0 LIST OF AGENCIES AND OTHERS CONSULTED REGARDING PROPOSED ACTION

The Environmental Assessment was coordinated with the Environmental Protection Agency. Coordination with State of Florida environmental agencies, such as the Department of Environmental Protection, was through the State Clearinghouse. All other interested persons were notified through the Public Notice process.

7.0 REFERENCES

US Department of the Interior (DOI) 1988. Natural Resources Inventory, Tyndall AFB. Prepared by the DOI, Fish and Wildlife Service, Panama City Field Office, Panama City, FL, for Tyndall AFB.

USAF, 1996. Historic Preservation Plan for Tyndall Air Force Base, Florida.

USAF, 2000. General Plan, Tyndall Air Force Base, Florida

8.0 ACRONYMS AND ABBREVIATIONS

AETC	Air Education and Training Command
AFB	Air Force Base
AFI	Air Force Instruction
Bldg	Bldg
CEQ	President's Council on Environmental Quality
CES	Civil Engineer Squadron
CFR	Code of Federal Regulations
CO	carbon monoxide
COE	Corps of Engineers
EA	Environmental Assessment
EIS	Environmental Impact Statement
EPA	Environmental Protection Agency
°F	degrees Fahrenheit
FAC	Florida Administrative Code
FDEP	Florida Department of Environmental Protection
FONSI	Finding of No Significant Impact
FW	Fighter Wing
FWS	Fighter Weapons Squadron, Fish and Wildlife Service
HQ	Headquarters
IRP	Installation Restoration Program
L_{dn}	Day/Night Average Sound Level
MILCON	Military construction

NEPA	National Environmental Policy Act
NO₂	nitrogen dioxide
NPDES	National Pollutant Discharge Elimination System
O₃	ozone
Pb	lead
P.E.	Professional Engineer
PM_{2.5}	particulate matter less than 2.5 microns
PM₁₀	particulate matter less than 10 microns
SO₂	sulfur dioxide
USAF	United States Air Force
WEG	Weapons Evaluation Group

APPENDIX A

COMMENTS



*"Dedicated to Excellence . . .
People Serving People"*

November 25, 2003

John Dingwall
Project Manager
325th Civil Engineer Squadron
119 Alabama Avenue
Tyndall AFB FL 32403-5014

Re: Runway Extension and New Parking Apron at Tyndall Air Force Base, Florida

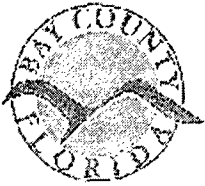
Dear Mr. Dingwall

This is to advise that the City of Panama City Utilities Department has no comments regarding the Draft Environmental Assessment for the Runway Extension and New Parking Apron at Tyndall Air Force Base, Florida dated November 2003.

Respectfully,


Ron Morgan
Utilities Director

RM:ads



December 29, 2003

**BOARD OF COUNTY
COMMISSIONERS**

POST OFFICE BOX 1919
PANAMA CITY, FLORIDA 32402

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AMELIA D. BRANCACCIO
COUNTY MANAGER

Mr. John Dingwall
Department of the Air Force
325th Civil Engineer Squadron
119 Alabama Avenue
Tyndall AFB, FL 32403-5014

Dear Mr. Dingwall:

I have reviewed the proposal to construct a new parking area for heavy aircraft and to extend the inside runway by 1000 feet for Tyndall AFB. Based on my review of the facts and analysis in the Environmental Assessment, I conclude that the proposal will not have a significant impact either by itself, or considering cumulative impacts on Bay County.

If you need any further information on this matter, please contact me.

Very truly yours,

A handwritten signature in dark ink, appearing to read "Robert Majka".
Robert J. Majka, Jr.
Chief of Emergency Services

RJM/ac



Jeb Bush
Governor

rec'd 3 4 04 2-4
W 2/2
CR 2/2

Department of Environmental Protection

Marjory Stoneman Douglas Building
3900 Commonwealth Boulevard
Tallahassee, Florida 32399-3000

David B. Struhs
Secretary

January 15, 2004

Mr. David H. Dentino
Deputy Base Civil Engineer
325th Civil Engineer Squadron
119 Alabama Avenue
Tyndall AFB, FL 32403-5014

RE: Department of the Air Force – Draft Environmental Assessment and FONSI for Proposed Runway Extension and New Parking Apron at Tyndall Air Force Base – Bay County, Florida.
SAI # FL200311244682C

Dear Mr. Dentino:

The Florida State Clearinghouse, pursuant to Presidential Executive Order 12372, Gubernatorial Executive Order 95-359, the Coastal Zone Management Act, 16 U.S.C. §§ 1451-1464, as amended, and the National Environmental Policy Act, 42 U.S.C. §§ 4321, 4331-4335, 4341-4347, as amended, has coordinated a review of the subject Draft Environmental Assessment and FONSI.

The Department's (DEP) Northwest District office notes that the project will require a stormwater permit or swale exemption, and may require issuance of a wetland resource permit. Staff requests that the applicant provide additional drawings detailing the existing site conditions and proposed improvements. Please refer to the enclosed DEP comments for further information.

Based on the information contained in the document and comments provided by our reviewing agencies, the state has determined that the subject project is consistent with the Florida Coastal Management Program. The applicant is required, however, to address the concerns identified by DEP staff.

Thank you for the opportunity to review this project. If you have any questions regarding this letter, please contact Ms. Lauren P. Milligan at (850) 245-2161.

Sincerely,

Sally B. Mann, Director
Office of Intergovernmental Programs

SBM/lm
Enclosures
cc: Dick Fancher, DEP, Northwest District

"More Protection, Less Process"

Printed on recycled paper.

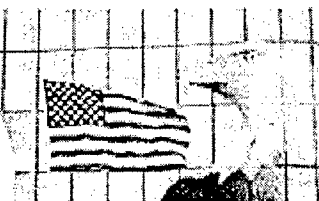
Final Environmental Assessment for the Runway Extension and New Parking Apron



Florida

Department of Environmental Protection

"More Protection. Less Process"



Categories

DEP Home | Contact DEP | Search | DEP Site Map

Project Information	
PROJECT ID	FL200311244082C
COMPLETION DATE	December 24, 2003
START DATE	January 19, 2004
DESCRIPTION	DEPARTMENT OF THE AIR FORCE - DRAFT ENVIRONMENTAL ASSESSMENT AND FONSI FOR PROPOSED RUNWAY EXTENSION AND NEW PARKING APRON AT TYNDALL AIR FORCE BASE - BAY COUNTY, FLORIDA.
LOCATION	USAF - RUNWAY EXTENSION AND PARKING APRON AT TYNDALL AFB - BAY CO.
ACRES	12.200
APPROVALS	
WEST FLORIDA RPC - WEST FLORIDA REGIONAL PLANNING COUNCIL	
No comments	
BAY - BAY COUNTY	
ENVIRONMENTAL POLICY UNIT - OFFICE OF POLICY AND BUDGET, ENVIRONMENTAL POLICY UNIT	
No Comment	
COMMUNITY AFFAIRS - FLORIDA DEPARTMENT OF COMMUNITY AFFAIRS	
Released Without Comment	
FISH and WILDLIFE COMMISSION - FLORIDA FISH AND WILDLIFE CONSERVATION COMMISSION	
STATE - FLORIDA DEPARTMENT OF STATE	
No comment	
TRANSPORTATION - FLORIDA DEPARTMENT OF TRANSPORTATION	
Released Without Comment	
ENVIRONMENTAL PROTECTION - FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION	
DEP's Northwest District office notes that the project will require a stormwater permit or swale exemption, and may require issuance of a wetland resource permit. Staff requests that the applicant provide additional drawings detailing the existing site conditions and proposed improvements.	
NORTHWEST FLORIDA WMD - NORTHWEST FLORIDA WATER MANAGEMENT DISTRICT	
No Comment	

For more information please contact the Clearinghouse Office at:

AGENCY CONTACT AND COORDINATOR (SCH)
3900 COMMONWEALTH BOULEVARD MS-47
TALLAHASSEE, FLORIDA 32399-3000
TELEPHONE: (850) 245-2161
FAX: (850) 245-2190

Visit the Clearinghouse Home Page to query other projects.

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Final Environmental Assessment for the Runway Extension and New Parking Apron

Memorandum

Florida Department of
Environmental Protection

TO: Florida State Clearinghouse

FROM: Lauren P. Milligan, Environmental Consultant *APM*
Office of Intergovernmental Programs

DATE: January 14, 2004

SUBJECT: Department of the Air Force – Draft Environmental Assessment and FONSI for
Proposed Runway Extension and New Parking Apron at Tyndall Air Force Base –
Bay County, Florida.
SAI # FL200311244682C

The DEP Northwest District office has reviewed the above-referenced project, and offers the following comments:

- Staff concurs with the summary finding that the project will require a stormwater permit or swale exemption.
- Impacts to state jurisdictional wetlands would also require a wetland resource permit. Consultation with the Northwest District office is recommended prior to application submittal to ensure permit qualification.
- The permit application should include adequate drawings illustrating delineation of any potentially impacted wetlands. Existing conditions and proposed changes should be depicted. Any areas deemed to be sovereignty submerged lands would require additional authorization for impacts under Chapter 18-21, *Florida Administrative Code*.
- The proposed impacts may qualify for a general permit for installation of a culvert under section 62-312.816, *F.A.C.*, but the drawings submitted were not sufficient to determine whether the proposed activity would qualify for this exemption.
- Air Resource Management Program staff recommends that the applicant include the following statement in Section 1.4.1 of the Environmental Assessment:

Reasonable precautions will be undertaken during this project to prevent emissions of unconfined particulate matter.

- Staff also recommends the following modification to EA Section 3.1, Para. 4:

The regulated substances pollutants are: particulate matter larger than (10 microns or less in diameter (PM₁₀) and 2.5 microns or less in diameter (PM_{2.5})), sulfur dioxide (SO₂), nitrogen dioxide (NO₂), carbon monoxide (CO), ozone (O₃), and lead (Pb).

COUNTY: BAY
SAI-USAFTY
2003-10210

DATE: 11/24/2003
COMMENTS DUE DATE: 12/24/2003
CLEARANCE DUE DATE: 1/19/2004
SAI#: FL200311244682C

MESSAGE:

STATE AGENCIES	WATER MNGMNT. DISTRICTS	OPB POLICY UNIT	RPCS & LOC GOVS
COMMUNITY AFFAIRS	NORTHWEST FLORIDA WMD	ENVIRONMENTAL POLICY UNIT	
ENVIRONMENTAL PROTECTION			
FISH and WILDLIFE COMMISSION			
X STATE			
TRANSPORTATION			

The attached document requires a Coastal Zone Management Act/Florida Coastal Management Program consistency evaluation and is categorized

as one of the following:

- ☐ Federal Assistance to State or Local Government (15 CFR 930, Subpart F).

Agencies are required to evaluate the consistency of the activity.

- X Direct Federal Activity (15 CFR 930, Subpart C). Federal Agencies are required to furnish a consistency determination for the State's concurrence or objection.

Outer Continental Shelf Exploration, Development or Production Activities (15 CFR 930, Subpart E). Operators are required to provide a consistency certification for state concurrence/objection.

Federal Licensing or Permitting Activity (15 CFR 930, Subpart D). Such projects will only be evaluated for consistency when there is not an analogous state license or permit.

Project Description:

DEPARTMENT OF THE AIR FORCE - DRAFT
ENVIRONMENTAL ASSESSMENT AND FONSI FOR
PROPOSED RUNWAY EXTENSION AND NEW
PARKING APRON AT TYNDALL AIR FORCE BASE
- BAY COUNTY, FLORIDA.

To: Florida State Clearinghouse

AGENCY CONTACT AND COORDINATOR (SCH)
3900 COMMONWEALTH BOULEVARD MS-47
TALLAHASSEE, FLORIDA 32399-3000
TELEPHONE: (850) 245-2161
FAX: (850) 245-2190

EO. 12372/NEPA Federal Consistency

☒ No Comment

☐ Comment Attached

☐ Not Applicable

☒ No Comment/Consistent

☐ Consistent/Comments Attached

☐ Inconsistent/Comments Attached

☐ Not Applicable

From:

Division of Historical Resources
Division/Bureau: Bureau of Historic Preservation

Reviewer: S. EDWARDS

Date: 11-26-03

NHDA / X:2003-10104

Deputy SHPO

11/26/03

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DEC 02 2003

OIP/OLGA

24:08 NOV 26 2003

NOV 26 2003

Final Environmental Assessment for the Runway Extension and New Parking Apron

COUNTY: BAY

DATE: 11/24/2003

COMMENTS DUE DATE: 12/24/2003

CLEARANCE DUE DATE: 1/19/2004

SAI#: FL200311244682C

MESSAGE:

STATE AGENCIES	WATER MNGMNT. DISTRICTS	OPB POLICY UNIT	RPCS & LOC GOVS
COMMUNITY AFFAIRS	N NORTHWEST FLORIDA WMD	ENVIRONMENTAL POLICY UNIT	
ENVIRONMENTAL PROTECTION			
FISH and WILDLIFE COMMISSION			
STATE			
TRANSPORTATION			

The attached document requires a Coastal Zone Management Act/Florida Coastal Management Program consistency evaluation and is categorized as one of the following:

- ☐ Federal Assistance to State or Local Government (15 CFR 930, Subpart F). Agencies are required to evaluate the consistency of the activity.
- ☒ Direct Federal Activity (15 CFR 930, Subpart C). Federal Agencies are required to furnish a consistency determination for the State's concurrence or objection.
- ☐ Outer Continental Shelf Exploration, Development or Production Activities (15 CFR 930, Subpart E). Operators are required to provide a consistency certification for state concurrence/objection.
- ☐ Federal Licensing or Permitting Activity (15 CFR 930, Subpart D). Such projects will only be evaluated for consistency when there is not an analogous state license or permit.

Project Description:

DEPARTMENT OF THE AIR FORCE - DRAFT ENVIRONMENTAL ASSESSMENT AND FONSI FOR PROPOSED RUNWAY EXTENSION AND NEW PARKING APRON AT TYNDALL AIR FORCE BASE - BAY COUNTY, FLORIDA.

To: Florida State Clearinghouse

AGENCY CONTACT AND COORDINATOR (SCH)
3900 COMMONWEALTH BOULEVARD MS-47
TALLAHASSEE, FLORIDA 32399-3000
TELEPHONE: (850) 245-2161
FAX: (850) 245-2190

EO. 12372/NEPA Federal Consistency

- | | |
|--|---|
| <input checked="" type="checkbox"/> No Comment | <input type="checkbox"/> No Comment/Consistent |
| <input type="checkbox"/> Comment Attached | <input type="checkbox"/> Consistent/Comments Attached |
| <input type="checkbox"/> Not Applicable | <input type="checkbox"/> Inconsistent/Comments Attached |
| | <input type="checkbox"/> Not Applicable |
- NO COMMENT**

From:

Division/Bureau: NWF-WMD
Resource Management Div.
Reviewer: Duncan J. Cairns
Date: 11 DEC 03
Date:

COUNTY: BAY

DATE: 11/24/2003

COMMENTS DUE DATE: 12/24/2003

CLEARANCE DUE DATE: 1/19/2004

SAI#: FL200311244682C

MESSAGE:

STATE AGENCIES	WATER MNGMNT. DISTRICTS	OPB POLICY UNIT	RPCS & LOC GOVS
COMMUNITY AFFAIRS	NORTHWEST FLORIDA WMD	ENVIRONMENTAL POLICY UNIT	
ENVIRONMENTAL PROTECTION			
FISH and WILDLIFE COMMISSION			
STATE			
TRANSPORTATION			

The attached document requires a Coastal Zone Management Act/Florida Coastal Management Program consistency evaluation and is categorized as one of the following:

- Federal Assistance to State or Local Government (15 CFR 930, Subpart F). Agencies are required to evaluate the consistency of the activity.
- X Direct Federal Activity (15 CFR 930, Subpart C). Federal Agencies are required to furnish a consistency determination for the State's concurrence or objection.
- Outer Continental Shelf Exploration, Development or Production Activities (15 CFR 930, Subpart E). Operators are required to provide a consistency certification for state concurrence/objection.
- Federal Licensing or Permitting Activity (15 CFR 930, Subpart D). Such projects will only be evaluated for consistency when there is not an analogous state license or permit.

Project Description:

DEPARTMENT OF THE AIR FORCE - DRAFT ENVIRONMENTAL ASSESSMENT AND FONSI FOR PROPOSED RUNWAY EXTENSION AND NEW PARKING APRON AT TYNDALL AIR FORCE BASE - BAY COUNTY, FLORIDA.

To: Florida State Clearinghouse

EO. 12372/NEPA Federal Consistency

AGENCY CONTACT AND COORDINATOR (SCH)
3900 COMMONWEALTH BOULEVARD MS-47
TALLAHASSEE, FLORIDA 32399-3000
TELEPHONE: (850) 245-2161
FAX: (850) 245-2190

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|--|---|
| <input checked="" type="checkbox"/> No Comment | <input type="checkbox"/> No Comment/Consistent |
| <input type="checkbox"/> Comment Attached | <input type="checkbox"/> Consistent/Comments Attached |
| <input type="checkbox"/> Not Applicable | <input type="checkbox"/> Inconsistent/Comments Attached |
| | <input type="checkbox"/> Not Applicable |

From:

Division/Bureau:

Reviewer:

Date:

OPB-S
m. [signature]
12/31/2003

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JAN 06 2004

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NOV 05 2003

**WEST FLORIDA REGIONAL PLANNING COUNCIL**

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Sydney Joel Pale
 Vice-Chairman

FAX TRANSMITTAL (S) Total # of Pages (including cover) 1

TO: **STATE CLEARINGHOUSE • FAX:** (850) 245-2190/(850) 245-2189
 Phone: 850-245-2161

DATE: December 9, 2003

FROM: Terry Joseph, Intergovernmental Review Coordinator
 Extension 206
 joseph.t@wfrpc.dst.fl.us

SUBJECT: State Clearinghouse Review(s) Fax Transmittals:

SAI #	Project Description	RPC #
FL200311244682C	Dept. of Air Force- Draft environmental assessment and FONSI for proposed runway extension and new parking apron at Tyndall Air Force Base, Bay County, Florida	B533-12-1-2003

X	No Comments – Generally consistent with the WFSRPP
	Comments Attached

If you have any questions, please call.

"...Serving Escambia, Santa Rosa, Okaloosa, Walton, Bay, Holmes & Washington Counties and their municipalities..."

APPENDIX B

RESPONSE TO COMMENTS

Response to Comments

1. Comments from all parties except for FDEP were concur with comments, or no comment.
2. Comments from FDEP and responses:
 - A. Staff concurs with the summary finding that the project will require a stormwater permit or swale exemption. *Response: Stormwater treatment package will be submitted to FDEP.*
 - B. Impacts to state jurisdictional wetlands would also require a wetland resource permit. Consultation with the Northwest District office is recommended prior to application submittal to ensure permit qualifications. *Response: Corps of Engineers and FDEP will be contacted to determine if any jurisdictional wetlands will be impacted. If so, appropriate permit(s) will be submitted.*
 - C. The permit application should include adequate drawings illustrating delineation of any potentially impacted wetlands. Existing conditions and proposed changes should be depicted. Any areas deemed to be sovereignty submerged lands could require additional authorization for impacts under Chapter 18-21, Florida Administrative Code. *Response: Adequate drawings will be submitted for any appropriate permits.*
 - D. The proposed impacts may qualify for a general permit for installation of a culvert under section 62-312.816, F.A.C., but the drawings submitted were not sufficient to determine whether the proposed activity would qualify for this exemption. *Response: Adequate drawings will be submitted.*
 - E. Air Resource Management Program staff recommends that the applicant include the following statement in Section 1.4.1 of the Environmental Assessment: Reasonable precautions will be undertaken during this project to prevent emissions of unconfined particulate matter. *Response: This statement was added to Section 1.4.1.*
 - F. Staff also recommends the following modification to EA Section 3.1, Para. 4: The regulated ~~substances-pollutants~~ are: particulate matter ~~larger than~~ (10 microns or less in diameter PM₁₀ and 2.5 microns or less in diameter (PM_{2.5})), sulfur dioxide (SO₂), nitrogen dioxide (NO₂), carbon monoxide (CO), ozone (O₃), and lead (Pb). *Response: Similar statement modification inserted.*

